

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. – 29. (Cancelled)

30. (New) A control device for controlling air flows in a motor vehicle, comprising:  
a frame having at least one passage opening; and  
a roller-type louver for changing a passage cross section for air flowing through the passage opening,

wherein the frame comprises a housing with at least two hollow bodies which are open along longitudinal sides, each hollow body accommodating a drive shaft or a return shaft for the roller-type louver,

wherein each hollow body comprises a longitudinal portion running along a longitudinal axis of the drive shaft or return shaft, a pivotable cover for opening its respective hollow body, and a movable element connecting its respective pivotable cover to its respective longitudinal portion, and

wherein the longitudinal portion of each hollow body is integrally formed on the housing and the pivotable cover runs along the longitudinal axis of the drive shaft or return shaft.

31. (New) The control device as claimed in claim 30, wherein the moveable element is designed as a film hinge.

32. (New) The control device as claimed in claim 30, wherein the at least one passage opening is arranged between the two hollow bodies.

33. (New) The control device as claimed in claim 30, wherein the roller-type louver is connected fixedly to the drive shaft.

34. (New) The control device as claimed in claim 33, wherein the drive shaft comprises at least two parts, and wherein the roller-type louver is clamped or welded between the two parts of the drive shaft.

35. (New) The control device as claimed in claim 34, wherein the two parts of the drive shaft are connected to each other by clipping or locking.

36. (New) The control device as claimed in claim 30, wherein the housing is closed laterally by a respective side part.

37. (New) The control device as claimed in claim 30, wherein the roller-type louver is designed as an endless roller band having openings or cutouts for opening at the passage cross section.

38. (New) The control device as claimed in claim 37, wherein the roller band is guided in two layers past the at least one passage opening, wherein the openings or cutouts are distributed on the roller band such that, when the at least one passage opening is closed, each layer of the roller band covers approximately half of the passage opening, and wherein the passage opening is opened by the two layers of the roller band moving in opposite directions and opening up the passage opening from center outward.

39. (New) The control device as claimed in claim 37, wherein edges of openings or cutouts of the roller band are beveled.

40. (New) The control device as claimed in claim 30, wherein the at least one passage opening is divided by lattice bars into a plurality of apertures.

41. (New) The control device as claimed in claim 30, wherein the passage cross section can be enlarged from a center of an associated passage opening outward on both sides and can be reduced in size from an outside to the center on both sides.

42. (New) The control device as claimed in claim 30, wherein the drive shaft is driven via Bowden cable or a flexible shaft.

43. (New) The control device as claimed in claim 30, wherein a servomotor for adjusting the drive shaft is flanged onto the frame.

44. (New) The control device as claimed in claim 43, wherein the servomotor is arranged coaxially with the drive shaft.

45. (New) The control device as claimed in claim 43, wherein the servomotor is integrated into the drive shaft, which is designed as a hollow shaft.

46. (New) The control device as claimed in claim 43, wherein the frame comprises two passage openings, and wherein an air flow is changed in each case by a change in the passage cross section of the respective passage opening.

47. (New) The control device as claimed in claim 46, wherein, in a first starting position, a first passage opening is completely opened and a second passage opening is completely closed.

48. (New) The control device as claimed in claim 47, wherein, in a second starting position, the first passage opening is completely closed and the second passage opening is completely opened.

49. (New) The control device as claimed in claim 48, wherein any desired passage cross section for the respective passage opening can be set between the first position and the second starting position.

50. (New) The control device as claimed in claim 46, wherein, when the passage openings are the same size, a sum of the passage cross sections of the two passage openings always produces a maximum possible passage cross section of a particular passage opening.

51. (New) The control device as claimed in claim 30, wherein the frame includes at least one supporting device between two passage openings.

52. (New) The control device as claimed in claim 51, wherein the at least one supporting device is releasably connected to two side parts.

53. (New) The control device as claimed in claim 30, wherein at least one bearing point is provided in a side wall of each hollow body in which the drive shaft or the return shaft is mounted.

54. (New) The control device as claimed in claim 53, wherein the at least one bearing point is of a two-part design and in each case one part of the bearing point is arranged in an upper part of the side wall of its respective hollow body and another part of the bearing point is arranged in a lower part of the side wall of its respective hollow body.

55. (New) The control device as claimed in claim 53, wherein the at least one bearing point is of single-part design and is arranged completely in the side wall of its respective hollow body.

56. (New) The control device as claimed in claim 30, wherein the roller-type louver is a controlling means.

57. (New) A heating or air conditioning system comprising:

a control device, wherein the control device comprises:

a frame having at least one passage opening; and

a roller-type louver for changing a passage cross section for air flowing through the passage opening,

wherein the frame comprises a housing with at least two hollow bodies which are open along longitudinal sides, each hollow body accommodating a drive shaft or a return shaft for the roller-type louver,

wherein each hollow body comprises a longitudinal portion running along a longitudinal axis of the drive shaft or return shaft, a pivotable cover for opening its respective hollow body, and a movable element connecting its respective pivotable cover to its respective longitudinal portion, and

wherein the longitudinal portion of each hollow body is integrally formed on the housing and the pivotable cover runs along the longitudinal axis of the drive shaft or return shaft.

58. (New) A control device for controlling air flows in a motor vehicle, comprising:

a frame having at least one passage opening; and

a roller-type louver for changing a passage cross section for air flowing through the passage opening,

wherein the frame comprises a housing with at least two hollow bodies which are open along longitudinal sides, each hollow body accommodating a drive shaft or a return shaft for the roller-type louver, the hollow bodies each having a pivotable cover for opening the respective hollow body,

wherein the roller-type louver is designed as an endless roller band that is guided in two layers past the at least one passage opening,

wherein openings or cutouts are distributed on the roller band such that, when the at least one passage opening is closed, each layer of the roller band covers approximately half of the passage opening, and

wherein the passage opening is opened by the two layers of the roller band moving in opposite directions and opening up the passage opening from center outward.